SELF-GUIDED WALK

Myloi Station Walk

From the pier where the trains came ashore to the old locomotive shed



Two railcars meet at Myloi station. Visit Myloi collection.

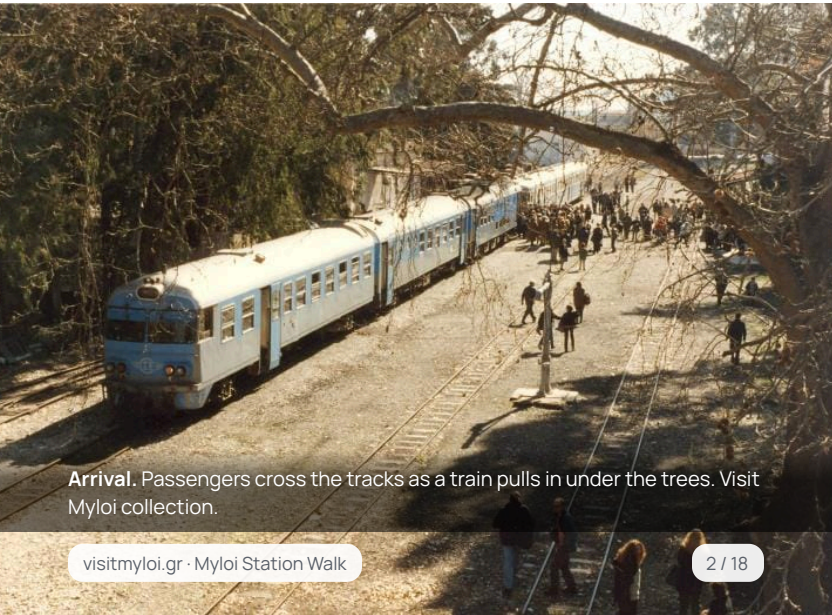
WELCOME

Welcome to Myloi station

Step back into the days when the whistle of the train set the rhythm of the village.

From 1886 Myloi was where the trains from Corinth and Argos met the line climbing into the mountains to Tripoli and Kalamata. For decades every train to the south passed through here, which is why such a small village has such a large station.

The trains stopped in 2010, but the station has kept its buildings, its tracks and its stories. In eight stops this walk takes you from the pier, where new trains once came ashore, past the station buildings to the old locomotive shed. Take your time, and enjoy the walk.



Arrival. Passengers cross the tracks as a train pulls in under the trees. Visit Myloi collection.

THE ROUTE

Around the station

About 700 m · **30–45 min** · flat



Thin lines: tracks of the yard. After GIS maps of the railway.

1. The pier
2. The goods warehouse
3. The station café
4. The main station
5. The first station
6. Water tower and water crane
7. The locomotive graveyard
8. The locomotive shed

1 The pier

WHERE THE RAILWAY MET THE SEA

The rails once ended here, on the pier of the small harbour. Goods moved between wagons and boats, and travellers from Nafplio landed here on their way to Tripoli. Follow the old branch track along the shore to the station yard.



MYLOI HARBOUR, 1947

An Uerdingen railcar, the “motraki”, rolls off a navy landing craft onto the pier at Myloi. The war had destroyed the bridge over the Corinth Canal, so new trains for the Peloponnese came by sea.

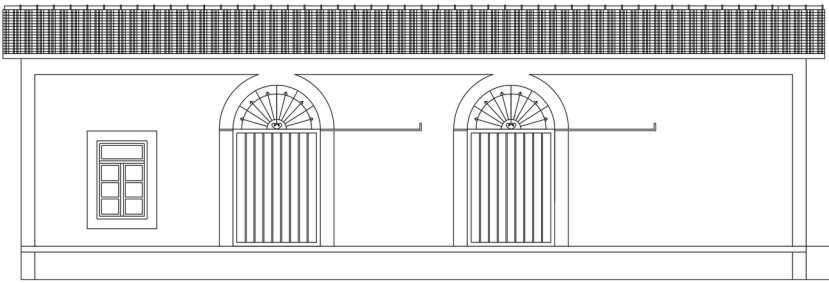
Photo: Ephorate of Antiquities of Argolida

2 The goods warehouse

SOUTH END OF THE YARD, BY THE OLD ROAD

Trains stopped right in front of this long stone building. Goods were passed through sliding doors set at wagon height. In 1889 a newspaper complained that the goods train's new engine was too small to pull its load of tomatoes, poultry, vegetables and fruit.

> **Look for** the façade: the arched sliding doors have gone, replaced by later openings.



As built. The warehouse in its original state, with the two arched sliding doors. Reconstruction drawing: E. Roussou (2015).

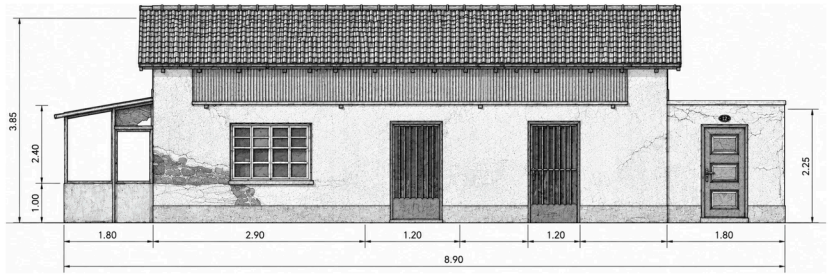
DID YOU KNOW?

In 1891 the station sold 133,262 drachmas' worth of tickets. After the line to Tripoli opened in the summer of 1891, sales fell to 54,709 drachmas in 1892, and by 1900 to 31,766.

3 The station café

JUST SOUTH OF THE MAIN STATION

The plainest building of the group, but a busy one. From the first years of the railway it served passengers waiting for their train. The original drawings show three rooms; later it was altered and extended more than once.



The café in 2015. The old stone building in the middle, with the later glazed extension on the left and the concrete addition on the right. Redrawn after the survey drawing by E. Roussou (2015).

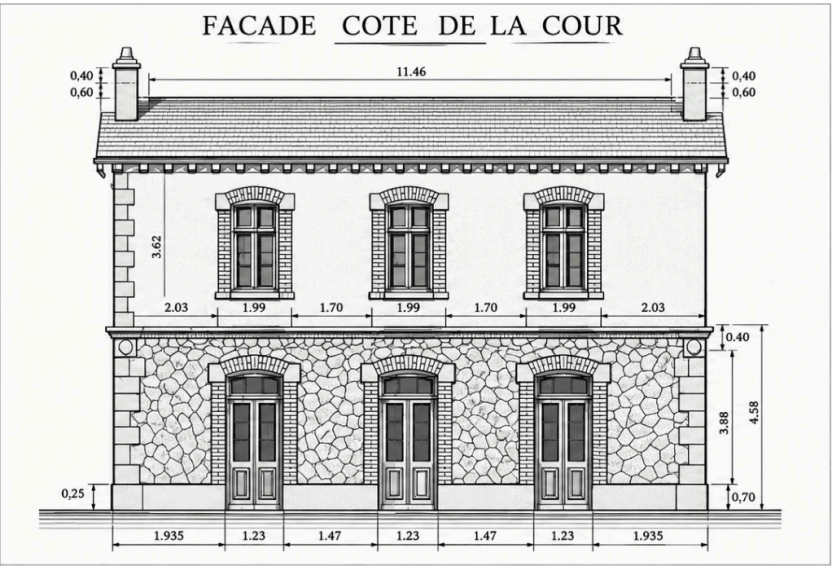
DID YOU KNOW?

Building the mountain line was rough work. In 1889 Italian and Montenegrin labourers fought so often that soldiers were asked for, and 50 Armenian specialists were brought in for the bridge at Lerna.

4 The main station

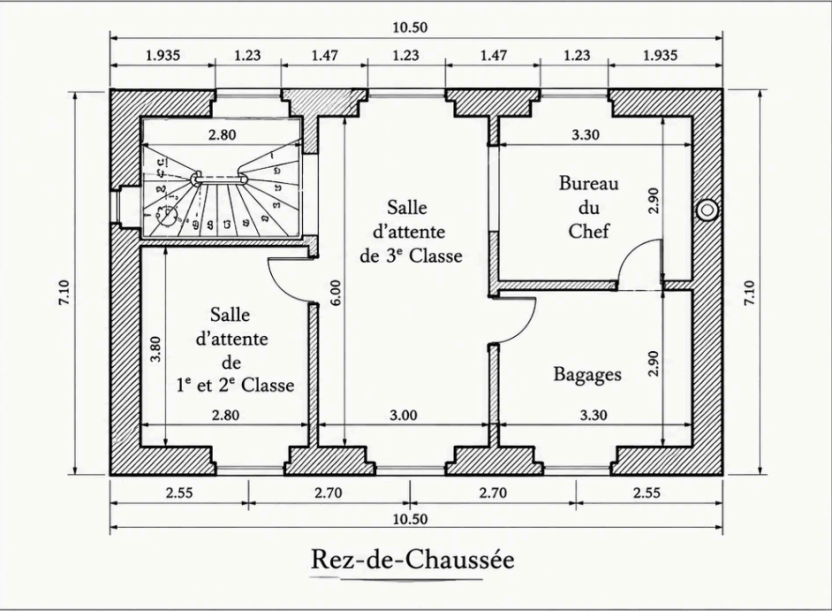
Σ.Π.Α.Π. STATION BUILDING, WEST OF THE TRACKS

A two-storey third-class station and a textbook example of Greek railway architecture. Below were the station master's office, the ticket office and the waiting rooms. Upstairs lived the station master and his family, reached only by a door at the back of the building.



The courtyard front. Stone below, rendered walls above, brick arches over every window. Redrawn after the original drawing in the railway archive.

> **Look for** the ornate iron canopy over the entrances, in French style: one of the few original station canopies to have survived.



The ground floor. Separate waiting rooms for first and second class and for third class, the station master's office and the luggage room. Redrawn after the original drawing.

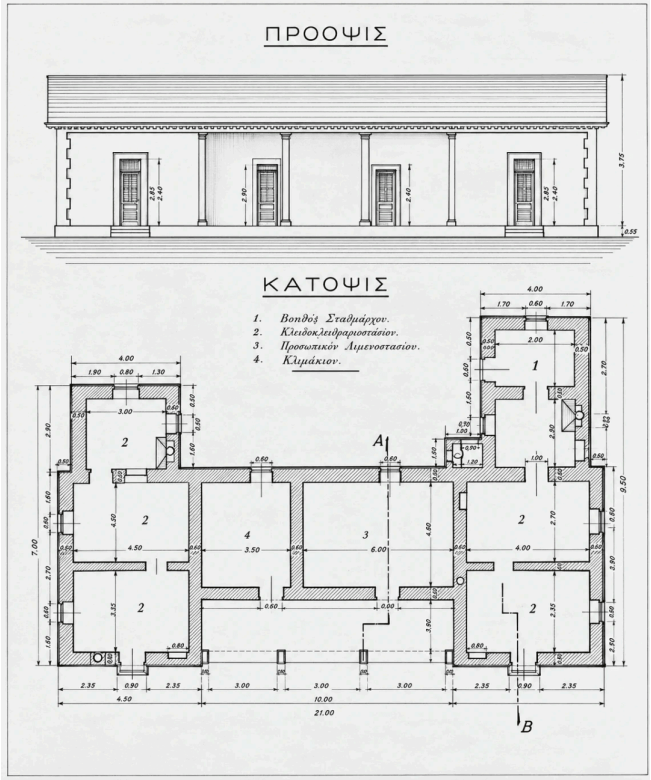
DID YOU KNOW?

In 1887 the newspaper Argos complained that the railway company called the village "Mylos Nafpliou" in its accounts instead of "Myloi Argous". As silly, it wrote, as "Nemea, Boeotia".

5 The first station

Σ.Μ.Ε. STATION, ACROSS THE TRACKS

For a few years Myloi had two railway companies, each with its own station. This symmetrical building opposite the main station was the ticket office of the Southern Greece Railways (Σ.Μ.Ε.), which ran the new mountain line to Tripoli. After the company was taken over in 1891 it became staff housing and the guard's house; later the station master moved here.



Front and plan. Note the open porch with columns in the middle; it was later walled in. Redrawn after the original drawing.

6 Water tower and water crane

NORTH OF THE MAIN STATION

Steam engines needed plenty of water for the long climb to Tripoli. The station's two water towers still stand here: round tanks on stone bases. Between them and the main station is the cast-iron water crane that filled the engines' tanks.



Steam again. A steam engine under the water tower of Myloi, in a nostalgic re-enactment by Greek railway friends. Σιδηροτροχιά.

7 The locomotive graveyard

ON THE DEPOT TRACKS

On the tracks in front of the shed stand ten retired locomotives: eight steam engines and two diesels, all built for the narrow metre-gauge railway of the Peloponnese. Some have stood here since at least the 1980s. They come from four countries and span more than forty years of railway history.

> **Please** look, but do not climb: the metal is rusted and unsafe.



Spring 1986. Retired steam locomotives already lined up at the depot. Photo: NearEMPTiness, Wikimedia Commons, CC BY-SA 4.0.

How to tell them apart

Count the wheels, and look for the number on the side of the cab.



From the United States: 7101, 7102, 7103, 7107

Built in 1947 by Vulcan Iron Works in Wilkes-Barre, Pennsylvania. They are post-war copies of the S118, a type the US Army had designed for military railways during the Second World War and sent to more than twenty countries. Greece ordered eight; four of them ended their days here.

One small wheel in front, four large driving wheels, and one small wheel under the cab.



From Italy: 7112 and 7118

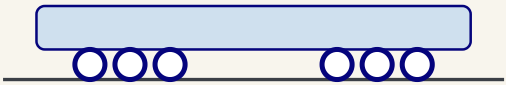
Built in 1951 by Ernesto Breda in Milan, as part of a series of ten. Greece received them as part of Italy's war reparations. They have the same wheel pattern as the American engines, so check the number. Sisters of these two stand in the Railway Park of Kalamata and in a park in Tripoli.



From Germany: 7725 and 7728

The oldest engines of the group. Number 7725 was built in 1925 by Linke-Hofmann in Breslau, number 7728 in 1936 by Henschel in Kassel.

One small wheel in front and four large driving wheels, but no small wheel under the cab.



From France: the two diesels

Blue and white, with a long box-shaped body on two sets of three wheels. They belong to a series of ten diesel-electric locomotives that Alsthom built in 1967 for the metre-gauge lines, each of about 1,600 horsepower.



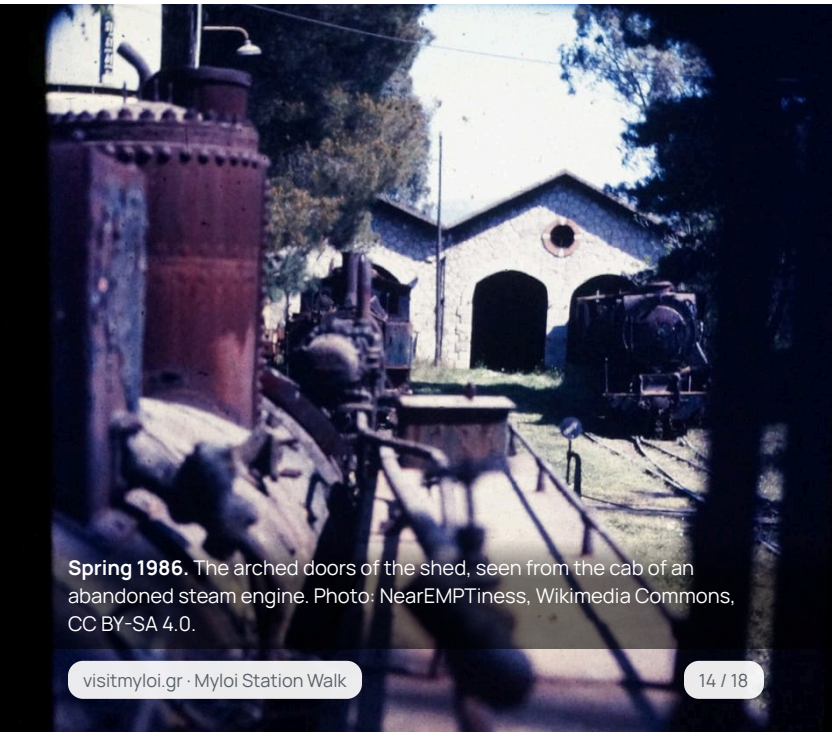
In service. A diesel locomotive with its passenger train at Myloi. Visit Myloi collection.

8 The locomotive shed

END OF THE WALK · C. 1890

The largest building of the station and one of the three large engine depots on the line to Kalamata, in use until the mid-1960s. Two long stone halls stand side by side. Between the rails, steps led down about a metre into pits, so that mechanics could work underneath the locomotives. Beside the shed, a walled enclosure held the coal.

> **Look for** the four round windows and the red brick window frames. One roof has been lost; in the other, the steel tie wire of the timber trusses is still taut after more than a century.



Spring 1986. The arched doors of the shed, seen from the cab of an abandoned steam engine. Photo: NearEMPTiness, Wikimedia Commons, CC BY-SA 4.0.

BEFORE YOU GO

Souvlaki through the window

So many trains stopped at the junction that Myloi became famous for souvlaki. Sellers walked along the carriages and passed skewers up to passengers at the open windows. The grill houses near the station still keep the tradition alive.



1960s. Waiters in white jackets carry trays of souvlaki along the train at Myloi station. Magazine scan, Visit Myloi collection.



Late 1970s. A seller holds up his tray to the passengers at the windows. Photo: © Ole Holbech.

Good to know

The station buildings are not open to visitors: please enjoy them from outside. The railway is disused, but stay off the locomotives and watch your step on the old track bed.

Help keep the station beautiful: please take your litter with you.

This walk links up with the longer Visit Myloi walking route (6.4 km), from the lighthouse to the castle.

DID YOU KNOW?

In 1892 the people of Kiveri, the next village down the coast, demanded their own halt on the new line, at a spot called "Delis ridge", so that they too could take the train.

CREDITS

Sources and pictures

Sources. E. Roussou, *Αποκατάσταση & επανάχρηση του σιδηροδρομικού σταθμού των Μύλων Αργολίδος*, diploma thesis, Democritus University of Thrace, 2015, citing the newspapers Άργος, Δαναός, Αργολίς and Πρόοδος. Ephorate of Antiquities of Argolida, leaflet *Myloi Railway Station* (argolisculture.gr). Locomotives: Wikipedia, *Liste in Griechenland vorhandener Dampflokomotiven* and *USATC S118 Class*; Hellas-Express forum (Breda series); kunzfeld & kunzfeld, *Myloi – ein Lost Place* (2023).

Pictures. Visit Myloi collection; E. Roussou (2015, drawings of the warehouse and the café); Σιδηροτροχιά (water tower); railway archive drawings, redrawn (supplied by Visit Myloi); Ole Holbech; Ephorate of Antiquities of Argolida; NearEMPTiness, Wikimedia Commons (CC BY-SA 4.0).



22 July 1986. Railwaymen beside a railcar at the platform. Visit Myloi collection.

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